

25X1

SECURITY INFORMATION

CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION REPORT

CD NO.

COUNTRY East Germany

DATE DISTR. 19 May 1953

SUBJECT Strausberg Airforce Depot

NO. OF PAGES 9

PLACE
ACQUIRED

NO. OF ENCLS.

DATE OF INFO.

SUPPLEMENT TO
REPORT NO.

25X1

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT SO U.S.C. § 1 AND DEAC AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

25X1

1. Unit [redacted], stationed at the Strausberg air force depot, located on Hegermuehlenstrasse, was composed of about 200 men, 100 of them being officers. [redacted]

25X1

25X1

2. In mid-December 1952, 13 turbojet engines were stored at the depot. By early January 1953, there was no turbojet engine left at the depot. On 29 January, a shipment of about 100 turbojet power plants arrived at the depot and, on 31 January, there arrived a shipment of 12 turbojet engines. On 14 February, after a shipment of 42 jet engines had left the depot, there was a remaining stock of 70 power units. Except for some outgoing shipments, turbojet engines were shipped by rail.² The crates with the engines were stored in three long lines in the storage building; at the end of two lines of crates there were carrying the following Russian inscriptions:

ИЗЯК-1
ДЛЯ

(product K-1
for 28)

W3AK-1
DAS 14

(product K-1
for 15)

On 14 February.

25X1

jet engines were heavily wrapped up in oil paper. The largest diameter of the engines was in the front third which tapered conically to the smallest diameter at the rear end of the engine.³ In early February, there were also several railroad carloads of crates, 120 x 60 x 40 cm, piled up in the hanger. Since these crates were taken care of by the same personnel which looked after the turbojet engines, [redacted] they contained spare parts for the engines. In mid-January, [redacted] 40 double row radial engines and about the same number of inline engines and several small five-cylinder engines at the store.⁴

25X1

3. The only test stand available at the depot was not used for turbojet engines.

CLASSIFICATION SECRET/CONTROL - U.S. OFFICIALS ONLY

25X1

CLASSIFICATION				DISTRIBUTION			
STATE		NAVY	X	NSRB			
ARMY	X	AIR EV	X	FBI			

SECRET/CONTROL - U.S. OFFICIALS ONLY

- 2 -

25X1

Turbojet engines to be tested were moved to the engine shop where the oil paper was removed and the engine put on a narrow gauge dump car. Then the engine was pushed into a heating chamber, heated to 80 centigrades, and afterwards it was moved on a concrete platform located next to the test stand and tied with ropes.

These tests were done at very irregular intervals, in late January and early February, about one engine was tested per week. Since about 35 engines had arrived during this period, the engines were tested at randoms, or only those which had been in repair were given a test run. A real repair shop for turbojet engines was so far not observed. a soldier who was known to be a specialist for turbojet engines and, as such, visited Werneuchen frequently.

25X1

25X1

25X1

4. The engine shop was equipped with three masonry lined tubes for oil-baths which, like tile stoves, were fueled with coal and timber and heated to a temperature of 60 to 70 centigrades. Gun barrels, radiator parts and similar small parts were dipped into the hot oil and placed on tables for cooling. Trolleys overhead the oil baths indicated that heavy parts could also be treated there.5

5.

25X1

29 to 31 January. About 50 new 3-axle LHS trucks were unloaded at the depot. Most of these trucks had only a chassis and the drivers cabin, while the others were troop carriers with folding benches.

25X1

30 January. About 10 boxcars were loaded with equipment, tires, etc. It was not determined whether the shipment was sent to air units or to repair shops. Fifteen radio trucks or radio repair trucks respectively, one trailer and 30 special utility cars were parked in the store, at the railroad switch, at the road leading to the main gate, behind the boiler house and beside the trucks.

31 January. Two trains with a total of 40 railroad cars arrived at the depot. The first train was composed of 16 boxcars and two gondola cars, each of them loaded with two turbojet engines. The second train, also composed primarily of boxcars, included four gondola cars, each loaded with two turbojet engines. The equipment unloaded from this train included four special utility cars which were allegedly to be used for the preheating of aircraft guns, a large number of crates and aircraft equipment such as jigs etc.

2 February. A column of truck and two radio trucks left the depot. Seven other radio trucks left the same day. with trailer was loaded with crates which were marked + and - and contained batteries. Since they had exactly the size of the boxlike superstructures on starter carriages, the batteries were apparently to be used as starter units. There was a large number of such crates stored at the depot. Truck with trailer arrived at the depot with tires and one five-cylinder radial engine. One boxcar arrived loaded with crates, most of them for batteries. Each crate contained probably six batteries. Truck with trailer picked up four starter carriages which were fitted with two main wheels and a small third wheel in front. Truck and trailer were also loaded with four starter carriages. Both trucks left the depot before noon.

25X1

25X1

25X1

25X1

SECRET/CONTROL - U.S. OFFICIALS ONLY

x

SECRET/CONTROL - U.S. OFFICIALS ONLY

- 3 -

During the same time, source observed the refueling of nine special utility cars, which were remodeled sedans used to preheat the oil for aircraft guns. At 3 p.m., two of these special cars and truck [] left the depot. The other seven special utility cars were still there by 5 p.m. After dusk, [] in town probably driving in the direction of Verneuchen.

6 February. Six turbojet engines were loaded on railroad cars. In the evening, truck [] with trailer [] both loaded with one turbojet engine each, drove on Berliner Strasse in the direction of the suburb of Alt Landsterg. Truck [] with a trailer picked up five truck engines and 20 crates containing batteries. Truck [] picked up oxygen containers. Truck [] was loaded with crates of an undetermined content. Truck [] and trailer left loaded with crates. Truck [] and trailer were loaded with one turbojet engine each. These crates varied slightly from the ones previously observed, in as much as they were slightly lower and shorter, about 1.50 x 2.50 m, painted silver grey, and the tops vaulting slightly in longitudinal direction. A lieutenant with oak leaf at the national insignia on his fur cap was commander of the transport.⁶ The truck left in the morning of 7 February in the direction of Alt Landsterg, probably for a long trip, because, for a short trip, the shipment could have left in the afternoon or evening of the preceding day. During the same week, three turbojet engines were loaded on railroad, and a boxcar with aircraft tires and tubes arrived. Truck [] left the depot with tires and truck [] left with crates.⁷

1. [] Comment. The personnel strength of Unit [] was previously reported as about 28 officers, including 8 female officers, and about 100 EN. If correct, the increase of personnel would indicate that also the scope of the depot has been extended.
2. [] Comment. It is believed that, in January and February 1953, the traffic of incoming and outgoing shipments had increased in accordance with the increasing flying activity after the winter months.
3. [] Comment. See Annex 2 for arrangement of crates with plates. Product K-1 probably refers to the VK-1, the improved Soviet model of the Rolls-Royce Wene. The same lettering was used for the RD-45 turbojet engine two years ago. "For 15" and "For 28" might indicate that the engines are to be installed in MiG-15s and IL-28s respectively. [] If correct, the above assumption might lead to the conclusion that the IL-28 and the MiG-15 are equipped with the same type of engine.
4. [] Comment. The double-row radial engines are probably of type A M 82 FW which are installed in La-9 and L-11 aircraft. The radial engines are probably AM 42 F type engines, installed in IL-10s, the five-cylinder motors, probably an M-11 R type engine might be installed in a Po-2 or, if the engine is of type M-11 R, it would be installed in the Yak-18. The different types of engines stored confirm again Strausberg as central supply depot.

SECRET/CONTROL - U.S. OFFICIALS ONLY

SECRET/CONTROL - U.S. OFFICIALS ONLY

- 4 -

25X1

5. Corrent. See Annex 1, for layout sketch of Strausberg Air Force Depot. The sketch confirms and supplements previous information. Construction activities cannot be determined at the depot. 25X1
6. Corrent. This type of crates for turbojet engines is reported for the first time. The lieutenant belonged to the flying personnel. 25X1
7. Corrent. The following were previously reported as belonging to the units as listed below. 25X1

	Unit
	Bomber regiment stationed at Werneuchen
	Fighter regiment stationed at Altenburg
	Fighter regiment stationed at Finow
	Northern Fighter Corps
	Fighter regiment stationed at Laerz
	probably to the Southern Fighter Corps

25X1

SECRET/CONTROL - U.S. OFFICIALS ONLY

SECRET/CONTROL - U.S. OFFICIALS ONLY



25X1

25. Engine shop
 - a. Heating chamber
 - b. Two boilers to heat the heating chamber
26. Store of engine shop
27. Narrow gauge railroad line to move the turbojet engines
28. Test stand
29. Packed storage building
30. Clothing depot
31. Motion picture theater and mess halls
32. Halls which were not entered by source

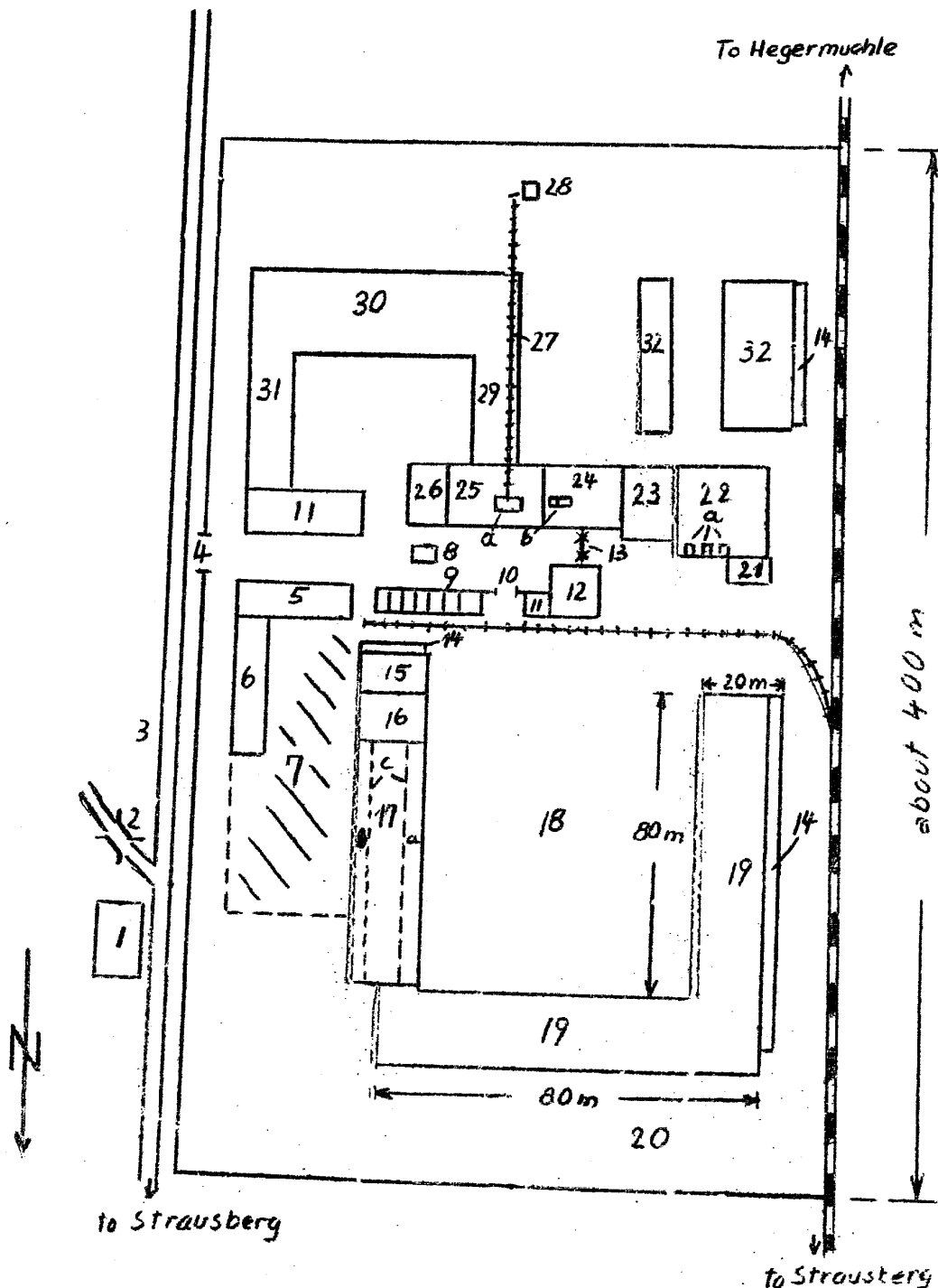
SECRET/CONTROL - U.S. OFFICIALS ONLY

SECRET/CONTROL - U.S.OFFICIALS ONLY

Annex 1

25X1

Layout Sketch of Strausberg Air Force Depot



SECRET/CONTROL - U.S.OFFICIALS ONLY

Legend: see next page.

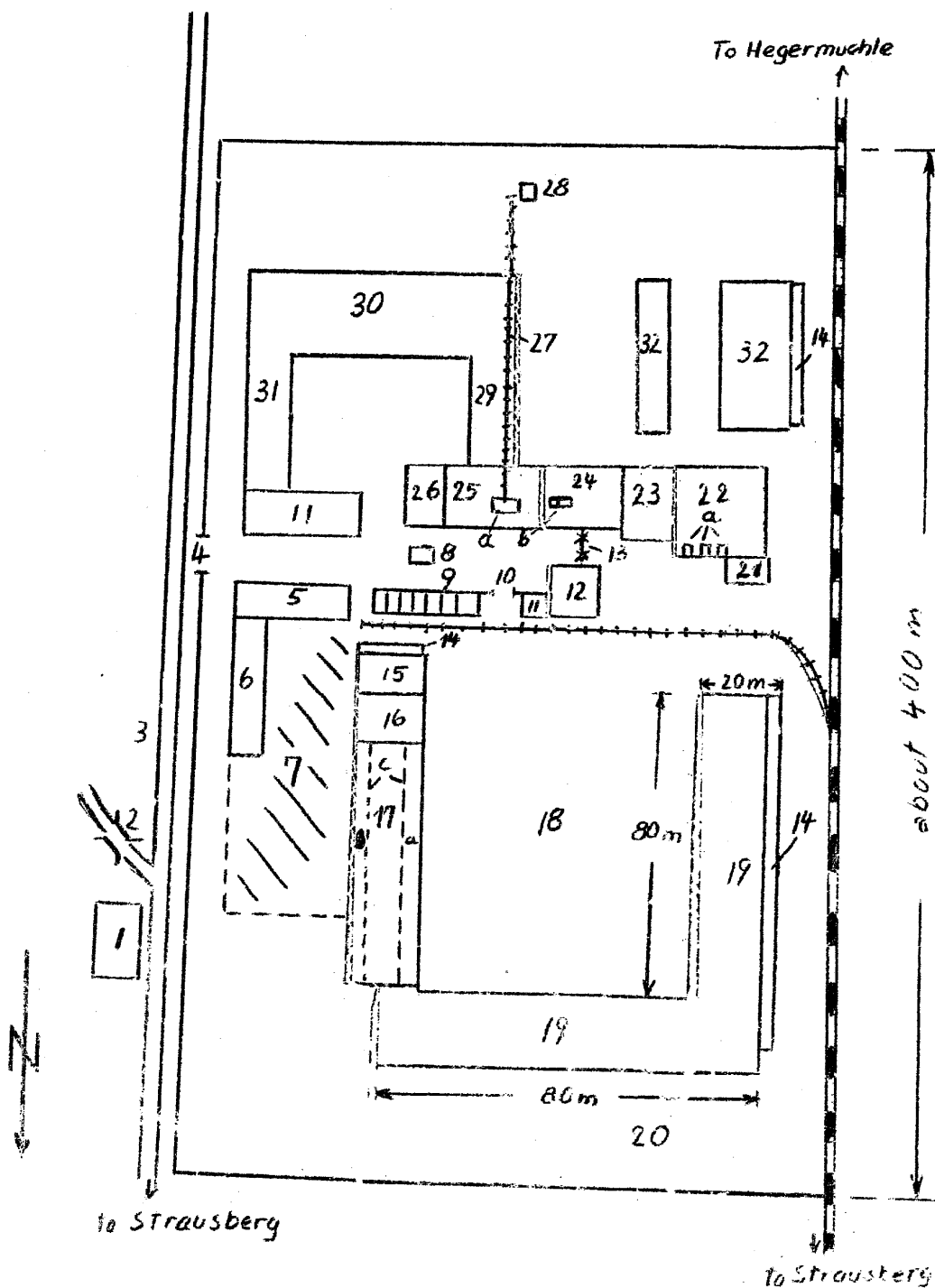
not to scale

SECRET/CONTRO - U.S.OFFICIALS ONLY

Annex 1

25X1

Layout Sketch of Strausberg Air Force Depot



SECRET/CONTRO - U.S.OFFICIALS ONLY

Legend: see next page.

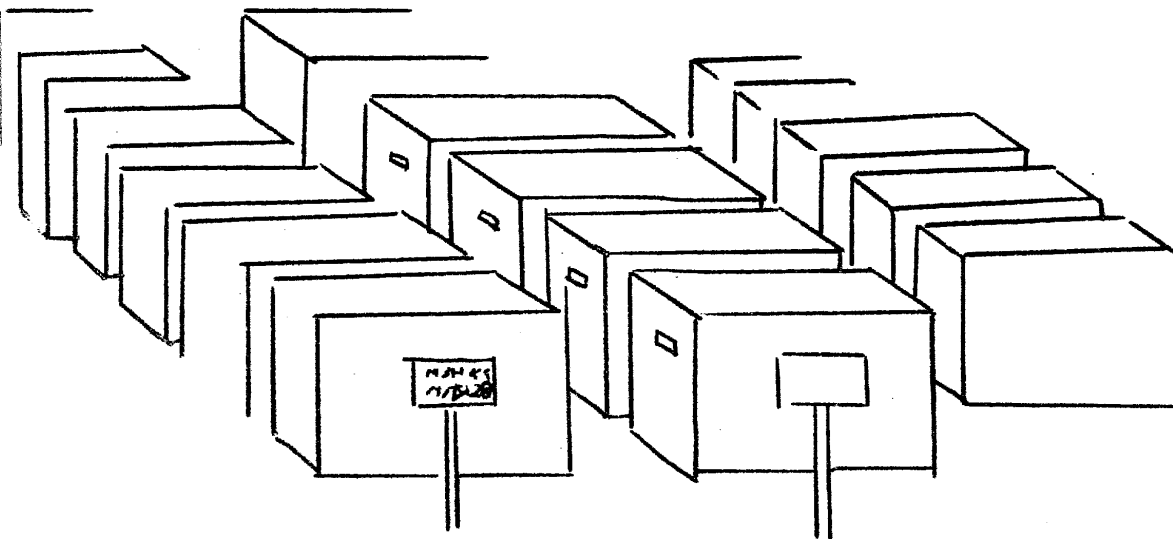
not to scale

SECRET/CONTROL - U.S. OFFICIALS ONLY

-8-

Annex 2

Arrangement of Crates with Turbojet Engines at
Strausberg Air Force Depot (Building 17 on Annex 1.



SECRET/CONTROL - U.S. OFFICIALS ONLY